

the day, and the President would give his undivided attention to the claims of the conflicting interests.

Before meeting the men, the President heard from Judge Chambers a full report of what developed at the hearings in the railroad employees' case, mediation or arbitration, or as the board reported. "Any other plan of method for a peaceful settlement of the controversy."

In spite of the apparent absolute deadlock in the negotiations, there was a strong belief in the minds of Administration officials today that the President would be able to work out a solution of the problem.

Judge Chambers, who came down on the same train with the two delegations, said, upon reaching Washington today:

"The President is vested with great powers than we. He has sources of direct appeal which only he can use with full effect. I am hopeful and confident that what he talks with the men interested in this dispute he will bring about a satisfactory settlement."

As to the relative merits of the contentions of the parties, Judge Chambers would not commit himself.

Representatives of the brotherhoods declined to discuss the possibility of the President's appeal in any way. They asserted the blame for the present deadlock lies in the determination of railroad managers to drag into the argument contentions unrelated to their demands. They also declared the railroad was "indifferent" in their attitude and not inclined to meet the employees half way.

Representatives of the brotherhoods equally noncommittal over the prospect of peace. They declared they had offered to mediate or arbitrate without success.

A. B. Garretson, head of the conductors and brakemen for the employees, held that the men's position is unaltered.

"Nothing has occurred to change our position," he said. "I don't believe I have anything to say now, and will have nothing to say until after seeing the President. We shall be glad to talk as soon as we are free to do so."

Managers Pessimistic.

A man close to E. H. Lee, chairman of the railroad managers, spoke pessimistically of the outlook, despite the President's intervention.

"We are asked to call at the White House, and that, you know, is equivalent to an order," he said. "We have no reason now to change our attitude. The men have refused to do anything, and the failure to get together is a result of this refusal."

"Are you all ready for a strike?" he was asked.

"We are ready," he answered, "but no two railroad managers agree as to what course to pursue. Some of us favor putting white lead on the engines and storing them in a yard, in a question whether we are sufficiently ready to prevent a paralysis of business."

Asked directly the situation appeared pessimistic, the speaker replied:

"Well, the men are talking, strike pretty strongly today."

The speaker said the managers are willing to submit to outside adjudication, though he did not appear hopeful that the President could offer anything to avert trouble.

R. T. Frazier, representing many of the railroad employees not organized as was at the White House before 3 o'clock. He wanted to see the President before the conference with the conflicting parties to present petitions bearing thousands of names and urging arbitration. He said the men he represents constitute 50 per cent of the railroad employees of the country.

THE WEATHER REPORT.

Forecast for District of Columbia, Maryland, and Virginia—Fair and continued cool today and tomorrow; diminishing northwest winds.

TEMPERATURES.

(U. S. Bureau.)

8 a. m.	65
9 a. m.	66
10 a. m.	67
11 a. m.	68
12 noon	71
1 p. m.	72

TIDE TABLES.

(U. S. Coast and Geodetic Survey.)

High tides—2.1 a. m., height 1.1.
Low tides—2.35 a. m., height 0.4.
3.05 p. m., height 0.4.

SUN AND MOON TABLE.

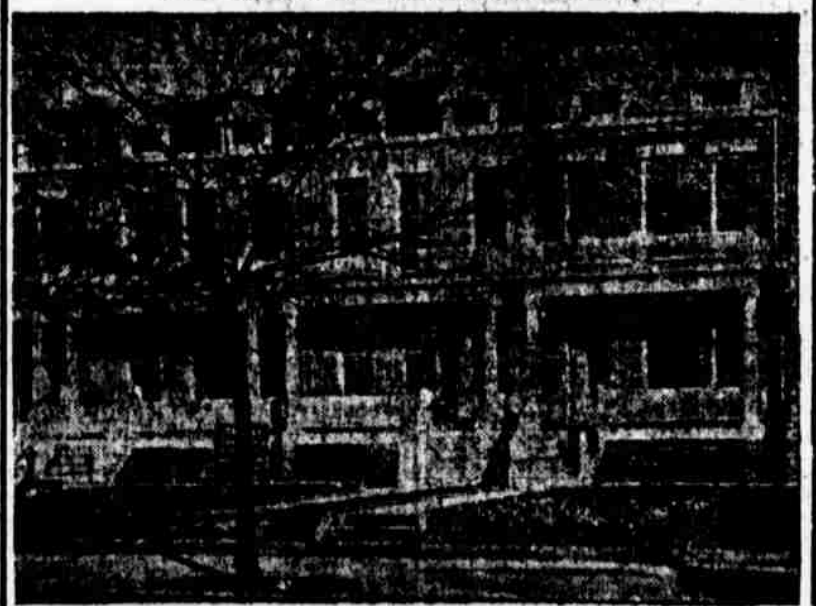
Sun rises.....5:19 | Sun sets.....7:06
Moon rises 7:38 p. m. | Moon sets 6:18 a. m.

Light automobile lamps at 7:38 p. m.

INSPECT TODAY

Choice of Locations

3004 R Street N.W.
910 to 924 8th Street N.E.
1110 to 1124 Eye Street N. E.
5th and L Streets N.E.
749 and 753 12th Street S.E.



All new houses; six and eight rooms; tile bath, hot-water heat; hardwood finish; cellar with front and rear entrances.

\$300 Cash; Balance Monthly

Open and Lighted Until 9 o'clock

H. R. Howenstein Co.

1314 F ST. N. W. or 7th AND H STS. N. E.

Personalities of Four Leaders of Trainmen

Quiet and Earnest. They Are in Appearance Far From Popular Conception of Labor Leaders. Talk About Anything But Strike.

The heads of the four big railway employees' brotherhoods, who represented the workers of 25 railroads at the White House conference today, in appearance are far from the popular conception of labor leaders.

A. B. Garretson is a tall, lanky, sandy-haired, boyish-looking man, with loose-fitting clothes, and a fond of quick wit. Garretson represents the conductors, and is spokesman for the brotherhood's representatives.

W. S. Jones, of the engineers, would pass for a prosperous banker. He has iron gray hair, the type of jaw the cartoonists use in depicting captains of industry, an iron gray mustache, keen gray eyes, and wears a median business suit.

W. G. Lee, of the trainmen, is a gentle, good-natured, fatherly sort of man, and W. S. Carter, representing the brakemen, is short of stature, sandy-haired, addicted to newspaper reading, judging from his absorption of the public prints this morning, and reticent of speech.

None of Them Smoked.

Not one of the brotherhoods' "Big Four" smoked a cigar. There was no air of mystery or importance about them. They laughed and chatted with reporters, talked about anything and everything, except the possibility of a strike.

"W. G. Lee, the son of Quaker," said Garretson, "and I don't believe in fighting—most of the time." He chuckled.

He was graduated from high school and became a conductor on the Des Moines, Ocala and Southern. He became vice president of the Order of

Brakemen and Conductor. William G. Lee, of the trainmen, was both brakeman and conductor on the Western roads for many years, and at one time he entered politics and became deputy recorder of deeds in Ford county, Kan. The call of the road lured him back to a conductor's uniform. He was vice president and has been president since 1902 of the Brotherhood of Railway Trainmen.

W. S. Carter has been in the fireman's cab on fast trains for many years. He is the "aphinx" of the "Big Four," and refused to say "open up" even about his career.

OFFICIALS SILENT AFTER CONFERENCE

"Big Four" Leaders Decline To Talk, But Look Cheerful.

Labor leaders of the Big Four railroad brotherhoods went directly from their conference with President Wilson to the National Hotel.

When interviewed by a Times reporter, they said nothing, though a smile of satisfaction was spread over their faces.

A. B. Garretson, president of the Brotherhood of Railroad Conductors, said:

"I have not a word to say. It's up to the President now. While he's in the game I'm not."

W. G. Lee, president of the Brotherhood of Railway Trainmen, said:

"If I dared to say anything, I would do it, but mum's the word."

Other officials expressed themselves the same way.

However, sentiment in the lobby seemed to be that the conference was very pleasing to the union men. Several officials were heard to say "Everything is coming our way. All we have to do is to stick tight."

"I will not definitely state that there will be no arbitration of the difficulty between the railroads and their employees," said Garretson. "I will not state anything definitely today. I was making definite statements yesterday, but today I make none, nor shall I make any while President Wilson is in the saddle. That has changed the complexion of things a great deal."

Garretson, when asked if he belonged to the Democratic party, said, "Not sure."

He said, however, "the expression on Mr. Wilson's face this morning was purely human." He said he was not commenting on the personal attitude of the President.

An expression heard in the lobby this morning between two prominent officials reading a telegram was: "We'll certainly fight. We'll make a test out of it."

Texas Seventh Richest.

Texas, which in 1850 stood twelfth in wealth, is now the seventh State in the American Union in point of wealth. It is first in point of size and fifth in population, and the railroads are of higher value than those of any other State.

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